

Player's 200



FOR THE PLAYER'S TROPHY

SANCTION F. I. A.

Organized by Canadian Racing Drivers' Association

MOSPORT PARK

JUNE 1st, 1963

*Official
Programme*

49c.
PLUS TAX



TAKING A TURN . . . OR JUST TAKING IT EASY

There's a test-proved Firestone tire for you!

And we mean test-proved! Nobody puts as much into Speedway research as Firestone. No wonder Firestone keeps coming up with the features that stretch tire mileage and add to your driving safety.

Next time you need tires for track or traffic, see your nearby Firestone dealer. He's just one of 60,000 tire experts across Canada and the U.S.A. who back every Firestone tire with a written quality guarantee.



DELUXE CHAMPION

SUPER SPORTS 170

ALWAYS SPECIFY

Firestone

THE CHOICE OF CHAMPIONS



GRAHAM HILL is the 1962 World Champion driver and will be in the Lotus 19 which has won twice previously at Mosport. Hill is rated by Stirling Moss as the world's top "made" driver, one who has had to come to the top through sheer hard work. This will be the first time a reigning world champion has raced at Mosport.

PARNELLI JONES of Indianapolis fame will drive a Lotus 23 in a switch from the Indy cars. Jones made the fastest ever qualifying time at Indy in 1962 with an average speed of 150.37 m.p.h. and was leading the race only to be slowed by brake trouble.



THE PLAYER'S 200'S

... RICH CLEE

Racing was ripe to come off the airports as Mosport Park was bought and built by the Ontario sports car clubs in 1960. Tremendous growth over the late 1950's had produced an active racing season and an up and coming crop of drivers such as Grant Clark, Ludwig Heimrath, Francis Bradley, Al Pease and many others. And in the first international races at Harewood, it had been proved that these men could hold their own against top international stars.

Thus in the spring of 1961 Mosport Park could open with a bang. Then came a new Ontario law—the breweries could no longer back sports events, and suddenly all the major race sponsors were gone.

But as quickly as the breweries had to drop the ball, Imperial Tobacco Co. rushed in to field it on the bounce. Quick negotiation and the Player's signed to promote the official opening race on Mosport.

No outfit for half measures, Player's promptly set out to make the first 1961 Player's 200 the greatest race ever seen in Canada. They signed Stirling Moss, top man in motor racing, to drive in a Lotus 19, a car that still hasn't lost a major race on this track. They added Joachim Bonnier and Olivier Gendebien and a seasoning of top U.S. drivers to spice up the fun.

The result was one of the biggest sports events ever seen in Canada. No one knows how many people actually came, but at one point there was a traffic jam fourteen miles long back from the gates, and late in the day admission was free because there were more customers than tickets. Stirling Moss drove as only he could to win going away, setting a new track record in the process. Behind the other competitors had their own thrilling battles, culminating in the second-heat charge of Grant Clark to third place with the Canadian-designed and Canadian-built Sadler V.

Nevertheless for 1962 it was clear that more and hotter competition was needed. Players provided it, with a vengeance.

Dan Gurney and Masten Gregory in their Lotus 19's found their hands full with Roger Penske's Cooper with Jim Hall, Francis Bradley and Innes Ireland in the Ferrari riding herd till Gregory prevailed at the end. But the biggest thrill of the day was the four Porsches of Jo Bonnier, Bob Holbert, Bob Donner and Ludwig Heimrath fighting it out on the limit almost every inch of the way, with Stan Burnett's big orange special and George Reed's Ferrari slipping ahead and behind and between. Holbert finally had to push hard to third overall to score a narrow win of the under 2-litre class on the day.

For this year an even tougher battle shapes up. Graham Hill must rank as the favourite; who will down the World Champion on so much of a driver's course, especially when he is driving a Lotus 19?

Roger Penske thinks he has the answer. It's his Cooper Special, modified from a 1960 Grand Prix car to sports car form. In California in major races he has downed Lotus 19's with it, and his second slot last year in a lesser car shows he knows driving and knows Mosport.

And the fastest ever man at Indianapolis ought to have a hope. So watch Parnelli Jones in his Lotus 19. Not to mention the other Lotus 19's; Chuck Daigh, the west coast veteran; Toronto's Coad, Indy ace Lloyd Ruby, and Gerry Grant with the extra power of the big Buick V-8 engine in the Lotus tail.

Jim Hall's Chaparral has shown well here; the Texan could pull an upset. Unless, of course, the new 2.8 litre V-8 Ferrari can corner as well as it seemed to at Sebring—then Pedro Rodriguez is the man to watch. These are only a few of the top contenders.

But regardless of the issue, one thing seems clear—with Mosport open and ready, and the best, most evenly matched field yet, the 1963 Player's 200 has all the makings of one of the closest, toughest, most dramatic races ever seen on the starting grid here.

Welcome To Mosport

We hope that you will enjoy today's Programme of Motor Racing. It is our plan to continue the development of Mosport Park to make it the finest Motor Racing Circuit in North America and your support, which is greatly appreciated, will help us to attain this goal.



Dependable!
That's why so many
racing cars rely on
Champion Spark Plugs.
Why settle for less
in your car?





THEY SHALL NOT PASS

The most serious considerations that face a driver before race day, deal with the distribution of his three or four crew passes. If he deals them right, he has the trophy on his shelf, but if he deals them wrong then the game is all but lost.

He must act carefully to balance the personalities, looks and abilities of the favoured few who will occupy his private cheering section, his pit.

Mechanics often receive first consideration, for good ones are few and far between, and ones with the right self-effacing qualities are even harder to find. The driver must choose men with fantastic ability to repair cars in a fraction of time, having caught from the driver's hasty signal exactly what the car needs on the next lap. The driver needs a mechanic who will meekly take the blame if the car loses. No matter if the driver has shunted bales, other cars and sundry rabbits, he knows that if the car had been properly prepared, none of this would have happened.

The ability to write in chalk on a pit signal board is helpful too, for even though the driver won't look at it once, it does look impressive. If the car wins, the driver will take one of the mechanics around on the victory lap to soften him up, so that the driver can spend an hour and a half telling the mechanics how much better the car could have been if only they had . . .

The practical side attended to, the driver will look to decoration, for as Stirling Moss says in "Life", "I can't imagine what a motor race would be like without a bit of crumpet".

Enough, but not too much glamour is the driver's aim, for races have been lost on the time a driver spends admiring his "crumpet" while his mechanics are perspiring over tire changes, carburetor settings and cleaning the driver's goggles. More time is lost while the driver, looking fondly back over his shoulder, leaps over the side of the car, picks himself up off the track and climbs in more moderately.

Some drivers are able to have their wife fill the shorts, but many find it better to buy the wife a guest pass and tell her it doesn't admit her to the pits, or else to get her worried about the state of the garden, so she will stay home and dig and mow.

The choice for the passes has been fairly straightforward till now, but the remaining pass! Our driver has got himself a set of free tires, Brand "A", he's signed up with a gas company, Brand "B", he's pouring his oil from a can labelled Brand "C", and he's got plugs, electrics, additives, polish, nuts, bolts and baling wire enough to complete the alphabet.



HANS GULDE PHOTO

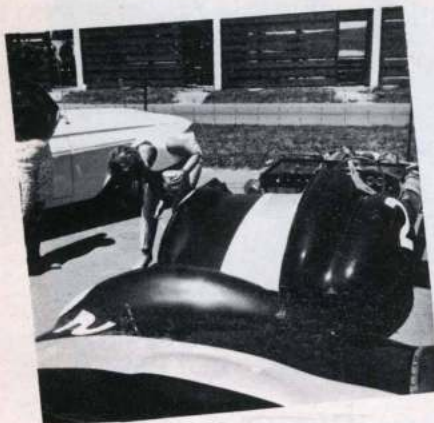
You may think our driver is exhausted on race day because he was pouring over his car all night. You may even think, enviously, that his haggard face is due to partying till all hours. You might even believe that the sleepless eyes and dragging feet are caused from lack of sleep worrying about the tactics of the race.

In fact you will often hear the first reason mentioned by a driver about himself . . . of course the other two reasons always apply to the other drivers.

But now you are being let in on the inside track. Our driver is really worn out with worrying about that last pass . . . give it to "tires" and offend "gas" . . . give it to "plugs" and offend "electrics" . . . the possibilities are endless, the responsibility crushing.



*Around
the
Paddock
'62*



Photos - Michael Burns

For the first time
Since it all began
At Watkins in '48



THE GLEN
PRESENTS

a new month - **JUNE 28-29-30**

& new days - **Friday - Saturday & SUNDAY**

& new races - **U.S. Road Racing Championships**

ONE FOR DRIVERS AND ONE FOR MANUFACTURERS PLUS EIGHT REGIONAL SCCA RACES

FOR YOUR

16th annual

WATKINS GLEN GRAND PRIX

sports car road races

A BLENDING OF OLD AND NEW:

Glen dates, days and races may change but don't fret. For "THE Weekend of Sports Cars", June 28-29-30 will blend these newest trends with all the best of Watkins since '48 . . . the exotic Concours d' Elegance . . . the particular atmosphere of Franklin Street, in local garages until early dawn and at the picturesque 2.3 mile circuit . . . The once-a-year reunions . . . the keenest entry fields and the fastest speeds on a true U.S. road course . . . the rebirth and 15 years of the finest in road racing . . . and everyone's differing opinions of what makes a GLEN weekend so alluring and unique.

THE GLEN sincerely hopes you will agree the new June 28-29-30 (USRRC) - August 23-24 (National) - October 4-5-6 (US GP) calendar will give us both more time to savor the unique atmosphere of each and every Glen weekend. SEE YOU AT THE GLEN.

FRIDAY: all day practice. **SATURDAY:** Eight Regional Races, two hours practice for Sunday's events, Concours d' Elegance. **SUNDAY:** 2 p.m. - 66-lap, 151.8 mile Grand Touring Car Race for U.S. Road Racing Championship for Manufacturers. At 4:15 p.m. - 16TH ANNUAL Glen Grand Prix, 82-lap, 188.6 mile run of modified sports cars for U.S. Road Racing Championship for Drivers.

All races sanctioned by SCCA. Minimum prize money for Sunday's races: \$5500. Admission: \$4.00 for adults, ticket good entire weekend. Children under 12, parking, camping: free. Bleacher seats: free Friday, \$2.00 Saturday, \$2.00 Sunday. For Housing, Bleachers, write: John Rowles, Chamber of Commerce, Watkins Glen, N.Y. Phone: 535-4300 or 535-6546 (Area Code: 607). Again a reminder - 16th Annual Glen Grand Prix, moved from Traditional September date, will be staged on **SUNDAY, JUNE 30.**

If you want to know more about "The Glen in '63" just write or call the

WATKINS GLEN GRAND PRIX - WATKINS GLEN - NEW YORK

7th annual glen classic 'scca' national championship sports car races & 100-mile 'usac' midget race - aug. 23-24-25
the grand prix of the united states for the world's formula 1 championship of drivers - october 4-5-6

THE ANTIQUE AND CLASSIC CAR CLUB OF CANADA

Founded in 1956, the purpose of the club is to further the interest in and knowledge of, Historic, Antique and Classic Vehicles and associated materials and to encourage the ownership, restoration and preservation of such vehicles by club members.

Membership is open to anyone who supports the aims and purposes of the club. Ownership of

an Antique or Classic automobile is not a prerequisite to membership. Annual dues are \$6.00. This includes a subscription to the Club magazine, The Reflector. All inquiries should be directed to: The Membership Secretary, 430 Heath Street East, Toronto 17, Ontario.

AUTOMOBILES WHICH WILL BE INCLUDED IN THE PARADE AT MOSPORT, JUNE 1st

No.	Year	Make and Model	Owner	No.	Year	Make and Model	Owner
1.	1923	Darracq, Sports Tourer J. Allward, Toronto 4 cylinder O.H.V. 1½ litre engine. Designed and manufactured in France, sold in England.		19.	1931	McLaughlin Buick Special N. Hathaway, Newmarket Convertible Sedan. Custom built on a Buick 90 series chassis for Paramount News Editor, Winston Barron at the Smith Brothers factory in Toronto. Mileage over 500,000.	
2.	1926	Sunbeam C. Clark, Toronto Twin cam O.H.V., 6 cylinder 3 litre engine. Produced by the Sun- beam-Talbot-Darracq combine.		20.	1934	Fraser Nash T.T. Replica 'Bill' Van Houten, Port Credit 4 cylinder Meadows engine, Brook- lands high lift cam, chain drive.	
3.	1923	Rolls Royce 20/25 Touring R. Dodgson, Hamilton		21.	1931	Auburn W. Horning, Waterdown Model 8-88, straight eight, boat tail speedster.	
4.	1927	Rolls Royce P.1. Town Sedan A. Statham, Oshawa Springfield model, Brewster body.		22.	1936	Auburn V. Cunningham, Toronto Straight eight, supercharged. Cer- tified by Ab. Jenkins to exceed 100 m.p.h.	
5.	1927	Rolls Royce Landaulet R. A. Singer, Toronto		23.	1934	LaSalle, Convertible Coupe E. Warburton, Oshawa Fleetwood body.	
6.	1926	Ford Model T. Coach P. Dodginton, Toronto 4 cylinders, magneto ignition, no battery.		24.	1937	LaSalle Convertible Sedan R. A. Turner, Don Mills Model 37-5029, V-8.	
8.	1929	Bentley, Speed Six R. A. Turner, Don Mills 6½ litre green label. Park Ward boat tail body.		25.	1936	Cord Sedan, Westchester George Van Nostrand, Vandorf, Ont. V-8 Engine, front wheel drive, electric transmission.	
9.	1930	Bentley Speed Six Tourer A. Wood, Toronto 6½ litre, Hooper body.		26.	1937	Cord Sportsman Convertible H. Allsop, Toronto 2 passenger coupe.	
10.	1928	Packard, Dietrich-bodied Coupe H. Neilson, Don Mills Model 443, Super eight engine.		27.	1937	Packard V-12 Victoria H. Kalles, Toronto Dietrich body	
11.	1929	Packard Super Eight Cabriolet R. Fawcett, Oshawa		28.	1939	Jaguar S.S. 100 Roadster J. McLeod, Toronto	
12.	1930	Packard Standard Eight A. Davies, Toronto Convertible Coupe.		29.	1940	Lincoln Continental Cabriolet B. Brady, Toronto Believed to be the only 1940 model of this type in Canada. Made first in 1939 as a special car for Edsel Ford, it was first produced in small volume in 1940. It has a V-12 engine.	
14.	1931	Ford Model A. Coupe R. Taylor, Toronto					
15.	1931	Ford Model A. Roadster R. Ducker, Toronto					
16.	1931	Ford Model A. Touring M. Krayetski, Toronto					
17.	1931	Frontenac Sedan E. Warburton, Oshawa Manufactured by the Durant Motor Company in Leaside.					
18.	1930	Packard Phaeton D. Cockburn, Toronto Model 733, standard eight engine					

FALCON WINS



Falcon won more awards than any other entry in the Shell '4000' Rally—including the coveted Manufacturer's Team Award

Three Falcon V-8's, driven by all-Canadian crews, won a total of 15 awards in this year's famous Shell '4000' Car Rally. This included the most important win of all—the Manufacturer's Team Award. No other car or crew came close to Falcon's tremendous total victory. Moreover, all three Falcons completed the rally with no repairs required—other than routine maintenance. That's dependability!

The Falcon team won with only 33 points against it—less than one third the demerit points of the second place Manufacturer's Team, and almost 300 points better than the first sponsored team!

An important factor in Falcon's success was its extra light Challenger 260 V-8 engine. It's the same basic engine used in the Shelby A.C. Cobra, and is a giant step forward in compact car performance. It's also the same basic engine that powered Falcon

to victory in this year's famed Monte Carlo Rallye in which Falcon won first and second in its class. The 260 V-8 is available on all Falcons!

In recent months, Ford's performance has been dazzling! To list just some of its victories: Daytona 500—1st, 2nd, 3rd, 4th, and 5th . . . Atlanta 500—First . . . Riverside—First . . . Bristol 250—First and Second.

Falcon quality is thoroughly Rally proven. In every Rally entered, its performance, dependability and durability have dazzled the experts. Falcon will dazzle you, too!

VISIT YOUR FORD DEALER



Congratulations To Mosport

and Best Wishes
for a
Successful Season

JOHN URQUHART & SON LIMITED

1662 DUFFERIN ST.

TORONTO

We are proud
to have been selected
to produce

MOSPORT'S OFFICIAL PROGRAMME

SPORTS CAR ACCESSORIES (TORONTO) LIMITED

For the **BEST** in
RACING - RALLYING - TOURING
Equipment

252 Sheppard Avenue West
Willowdale, Ontario
BA. 1-7498



THE "PLAYER'S CHALLENGE TROPHY" CALENDAR

May 5
"Player's Pacific" Westwood, B.C.

Results—1. Jerry Grant, Seattle
2. Ludwig Heimrath, Toronto
3. Peter Lovely, Toronto

May 18
Spring Trophy Races Mosport, Ont.

Results—1. John Cannon, Toronto
2. Denny Coad, Toronto
3. Al. Pease, Toronto

June 1
"Player's 200" Mosport, Ont.

June 15
Grand National Races Mosport, Ont.

June 29-30
North Battleford Saskatchewan

August 24
Great Lakes Trophy Races Harewood, Ont.

September 2
Sheppard Airport Calgary, Alta.

September 14-15
Autumn Races Montreal, Que.

September 28
Canadian Grand Prix Mosport, Ont.

*F.I.A.—sanctioned international races.
1961 Champion—Ludwig Heimrath
1962 Champion—Francis Bradley

PREVIOUS RESULTS:

1961—1. Stirling Moss, England, Lotus 19 (2 hrs., 19 min., 54.6 secs.)

2. Joakim Bonnier, Sweden, Porsche RS61
3. Olivier Gendebien, Belgium, Porsche RS61
Paid Attendance 32,223

1962—1. Masten Gregory, Kansas City, Lotus 19 (2 hrs., 10 min., 36 secs.)

2. Roger Penske, Gladwyne, Pa., Cooper Monaco
3. Bob Holbert, Warrington, Pa., Porsche RS61
Paid Attendance 27,147

Mosport Lap Record—Dan Gurney, Lotus 19,
1962; Time 1:31.5 (94.42 m.p.h.)

POINT STANDINGS

NAME	CAR	POINTS
Ludwig Heimrath, Toronto	Porsche RS61	10
John Cannon, Toronto	Dailu	9
Dennis Coad, Toronto	Lotus 19	7
Jim Rattenbury, Vancouver	Porsche Special	6
Fred Hayes, Toronto	Cobra	3
Bill Stephens, Ladner, B.C.	Lister Buick	2

from the Canadian Racing Drivers' Association

Welcome to Mosport Park, and the third annual running of the "Player's 200".

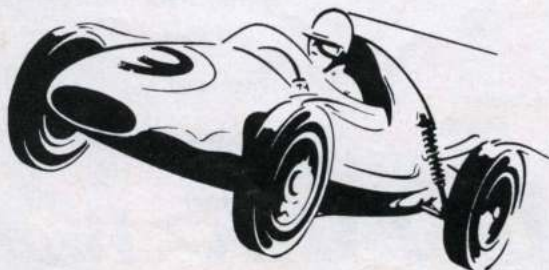
A few short years ago, this circuit, and the possibility of International Motor Racing in Canada, were but dreams in the minds of a few enthusiasts. Today, thanks to the efforts of these same people, we have achieved our aims to a greater degree than could have been imagined.

There are an enormous number of people involved in the running of an event of this nature, and most of them are volunteers who are working today purely for their love of this fascinating sport. I might mention the members of the Canadian Race Communications Association, whom you see in their white uniforms controlling the safety of the race, as examples of this type of co-operation. To all of them, and to the many other organizations and individuals who have assisted us, may I tender our sincere thanks.

Please remember that Motor Racing can be dangerous, and co-operate with the police and safety marshals if you are asked to avoid certain areas of the track. These men are only interested in your own safety, and that of the drivers.

May we wish you all an enjoyable day of fast, safe racing, and remind you to drive carefully on the way home.

Murray Wallace
President.





Pit Car...Tow Car... Spectating Car... "Show" Car

Our new '63 Lark Wagonaire is the nearest thing on the road (or at the track) to being all things to all people.

With its sliding roof section the sky's the limit for loading. And looking. All you need is a pit pass.

With its wide power options —and axle ratios (your choice at no extra charge) you can haul an "Unlimited" on its trailer from Westwood to Mosport with no sweat.

If you're the Race Marshal you won't be diffident about showing off our Wagonaire around the course, either. It's got the go, the looks—and the stop. Especially if you have those power-boosted caliper disc brakes.

Off the track the Wagonaire does duty as a family sedan, a convertible, and a utility wagon too.

What other wagon can make that statement?

Visit your Studebaker Dealer and scrutinize.

'63 LARK Wagonaire

From the Advanced Thinking of



Studebaker
OF CANADA LIMITED



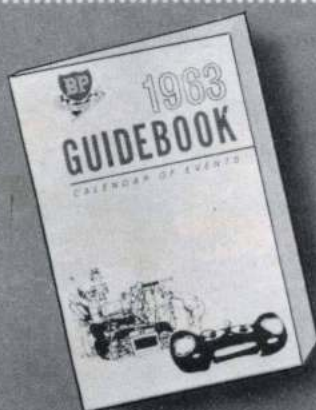
Seen at The "200" '62



Photos - Michael Burns



you get all this plus much, MUCH MORE, in the...



BP RACING DRIVERS CLUB

You don't have to be a competition driver . . . you just have to appreciate motor sport and want to participate in its growth in Canada to join, and enjoy the benefits of this exciting new group. Your membership application and one dollar entry fee will bring you all the above: A membership card, windshield emblem, Guidebook and Calendar of Racing and Rallying events, a mechanical pencil with a three-dimensional racing scene, plus four 16" x 18" colour reproductions of racing paintings.

But that's only the beginning. You'll be a member of an organization that includes professional and amateur racing drivers, rallyists, and just plain buffs, all intent on a growing sport in which the benefits increase as the excitement grows. And remember, as sponsor and co-ordinator, BP brings to this new Canadian club many years of experience in the promotion of motor sport throughout the world.

MOTOR SPORT ENTHUSIASTS:
For pleasure, and the promotion
of the sport in Canada,
join the BP R.D.C. Use this
handy application form.
Mail today.

BP CANADA LTD

BP R.D.C. MEMBERSHIP APPLICATION FORM

BP Racing Drivers Club
1245 Sherbrooke West
MONTREAL, Que.



Please enroll me in the BP Racing Drivers Club, entitling me to receive the gifts shown above and other benefits and news of motor sport activity throughout the year. I enclose my cheque (or Money Order) for \$1.00 to cover my first year's membership fee.

NAME

ADDRESS

CITY PROV.

Car (if any) make Car year

ENGLISH ☐ FRENCH ☐ MP

The Player's 200

**FOR THE PLAYER'S
TROPHY** SANCTION F. I. A.

Organized by Canadian Racing Drivers' Association

MOSPORT PARK

JUNE 1st, 1963

PROGRAMME OF EVENTS

Thursday, May 30th — Pre-race Banquet — Casa Loma, Toronto

Friday, May 31st — AT MOSPORT PARK

9:00 a.m. - 12:00 noon—Registration, Technical Inspection
10:00 a.m. - 12:00 noon—Practise
12:00 noon - 1:00 p.m.—Lunch Break
1:00 p.m. - 5:00 p.m.—Registration, Technical Inspection
1:00 p.m. - 4:00 p.m.—Practise
4:00 p.m. —Feature Race Qualifying Times
5:30 p.m. —Course closes for the day

Saturday, June 1st — 9:00 a.m. - 10:30 a.m.—Pre-race festivities on the track

10:15 a.m. —Supplementary Races—
Drivers' Meeting
10:45 a.m. —Production Sports Cars—15 lap
11:30 a.m. —Formula Junior—10 lap
12:00 noon - 1:00 p.m.—Lunch Break
1:00 p.m. —Feature Race—Drivers' Meeting
1:15 p.m. - 1:45 p.m.—Parade of Drivers
2:00 p.m. —Players 200—Heat No. 1—40 lap
3:15 p.m. —Touring Cars—15 lap
4:00 p.m. —Players 200—Heat No. 2—40 lap
5:15 p.m. (approx.) —Finish of Players 200
9:00 p.m. —Presentation of Player's Cup by
J. M. Keith, President, Imperial
Tobacco Co.

RACE OFFICIALS

Chief Steward of the Meeting.....Mr. Peter S. Hayes
Clerk of the Course.....Mr. George Moss
Chief Timekeeper.....Mr. Burke Seitz
Chief Course Marshal.....Mr. Harry Johnson

Chief Scrutineer.....Mr. Stan Rankin
Chief Starter.....Mr. Wallace Branston
Chief Registrar and Entry Clerk.....Mrs. Georgie Wallace



Player's AM
GO TO

ENTRANTS FOR T

No.	CAR	CLASS	ENTRANT
1	Lotus 19	2	British Racing Partne
2	Lola	1	Ross de St. Croix
3	Lotus 19	2	J. Frank Harrison
4	Lotus 23	1	J. Frank Harrison
5-1	Lotus 19	2	Arciero Bros. Racing
4-6	Zerex Spl.	2	Mecom Racing Team
8-12	Bardahl Spl.	2	S. & S. Research an
9	Lotus 23	1	Arciero Bros. Racing
10	Lotus 19	2	Mecom Racing Team
2-11	Chaparral	2	Chaparral Cars
12	Bearcage Buick	2	Kindree's Sunoco Ser
6-14	Porsche RS61	1	Robert Holbert
15	Lotus 23	1	Skip Barber
17	Lotus Ogle Elan	GT	Stirling Moss Racing
18	Lotus 23	1	Irish Racing Team
19	Porsche RS	1	Chuck Stoddard
20	Lotus 19/Buick	2	O. & M. Racing Tea
21	Ferrari	1	North American Rac
25	Lotus 19	2	Whiz Car Care Prod
31	"Old Yaller"	2	Don Kirby
33	AC Ford Cobra	GT	Bob Johnson
5-39	Porsche RS 60	1	Ludwig Heimrath
54-4-3 DAN GURNEY	AC Ford Cobra	GT	Comstock Racing Te
55	Comstock Ford	2	Comstock Racing Te
65	Lola	1	Gail Fair Studio
69	Lotus 23	1	Honest Ed.
78	Ferrari	2	Hahn Racing Division
81	Kelly	1	Trenton Dairy Queen
86	Porsche RS 61	1	Herb Swan
87	Jaguar XKE	GT	Competition Motors
88	Bobsy MK 11	1	Gerald Mong
94	Ferrari	2	Wayne Burnett
95	RRR Spl.	2	George Reed Jr.
96	Whitton	2	Sports Car Specialist
132	Lotus 15	1	Harry Entwistle
164	Jaguar "D"	2	Thompson Lumber an
169	Sadler Mk V	2	Building Materials L
411	Dailu	2	Veedol Racing Team
			Dailu Cars



Player's

o Pleasure
GETHER



THE PLAYER'S 200

	DRIVER	ADDRESS
ship	Graham Hill	London, Eng.
	Same	Montreal
	Lloyd Ruby	Indianapolis, Ind.
	Parnelli Jones	Indianapolis, Ind.
Team	Chuck Daigh	Long Beach, Calif.
	Roger Penske	Gladwyn, Penna.
Development	Jerry Grant	Seattle, Wash.
Team	Skip Hudson	Los Angeles, Cal.
	Augie Pabst	Milwaukee, Wis.
	Jim Hall	Midland, Texas
ice	Don Kindree	Burlington, Ont.
	Bob Holbert	Warrington, Pa.
	Skip Barber	Concord, Mass.
Team	Sir John Whitmore Bt.	London, Eng.
	Bill Bradshaw	Dublin, Eire
	Same	Willoughby, Ohio
n	Bob Columbusian	Boston, Mass.
ng Team	Pedro Rodriguez	Mexico City
cts	Dennis Coad	Toronto
	Same	Rochester, N.Y.
	Same	Columbus, Ohio
	Same	Scarborough
m	Fred Hayes & Chuck Rathgeb	Toronto
m	John Cannon	Toronto
	Grant Clark	Islington
	Al Pease	Toronto
Products	Stan Burnett	Seattle, Wash.
	Wayne Kelly	Trenton, Ont. <i>D.N.F.</i>
	Same	Cleveland, Ohio
	Craig Hill	London, Ont.
	Chuck Dietrich	Sandusky, Ohio
	Wayne Burnett	Chicago, Ill.
	Same	Midlothian, Ill.
Ltd.	Jacques Couture	Montreal
	Same	Hamilton, Ont.
	Alastair Smith	Burlington, Ont. <i>← KILLED DURING PRACTICE</i>
	Nat Adams	Weston, Ont.
	Peter Lerch	Montreal

Please



ENTRANTS

PRODUCTION SPORTS CAR RACE—15 Laps

No.	CAR	CLASS	ENTRANT	DRIVER	ADDRESS
13	Porsche Carrera	9	Downtown Porsche	Eitel Maier	Thornhill, Ont.
14	Sunbeam Alpine	9	Norman and Wietzes Motors	Eppie Wietzes	Don Mills, Ont.
15	Porsche S90	9	B. & B. Motors	Bob Bailey	Burnt Hills, N.Y.
19	TR3	11	R.R.T.	John Bell	Islington, Ont.
28	Morgan Plus 4	11	Kinsman's Cities Services	D. Lincoln Kinsman	Stoney Creek, Ont.
32	Austin Healey	12	Ted Mitton	Don Kindree	Burlington, Ont.
37	Porsche S90	9	Knob Hill B.P. Service Station	Horst Krool	Scarborough
42	Lotus Elite	8	Max Nerriere	Same	Weston, Ont.
56	Lotus 7	9	G. D. Boswell	Same	Westmount, Que.
57	Corvette Sting-Ray	15	Dave Billes	Dave Billes	Willowdale, Ont.
63	Austin Healey	12	Grant Clark	Same	Islington, Ont.
67	Lotus 7	6	Racing Partnership of Montreal	John Sambrook	Montreal
70	Lotus Elite	8	High Performance Tuning	H. W. Griffiths	Toronto
71	TVR	9	Shelton Mansell Motors	Dick Shelton	Willowdale, Ont.
72	MG Midget	6	John H. Palmer	Oliver Clubine	Brantford, Ont.
76	MGA	9	Leavens London Motors Ltd.	Bill Higgins	London, Ont.
79	Sprite	6	C. R. P. Engineering	Wm. Cleland	Toronto, Ont.
104	Elva Courier	10	John Cordts	Same	North Bay, Ont.
106	TR3	11	Raymond Gray	Same	Willowdale, Ont.
112	MG Twin Cam	9	P. Seitz	Ed. Ferriss	Windsor, Ont.
114	Lotus 7	8	Ecurie Portland	Vic Yachuk	Kingston, Ont.
119	Austin Healey	12	Alastair Smith	Same	Burlington, Ont.
133	Porsche Carrera	9	Knob Hill BP Service Station	Rudy Bartling	Scarborough, Ont.
169	Morgan Plus 4	10	J. M. Slocombe	Same	Montreal, Que.
170	TR3A	11	B.A.F.T. Engineering	Sam Burd	Hamilton, Ont.
185	MG Twin Cam	9	George Stark Enterprises	Hugh Stark	Willowdale, Ont.
196	MGTC	8	Ken Dyer	Joseph Suessmuth	Etobicoke, Ont.
198	MG Twin Cam	9	McEachern Racing Team	Frank Mount	Islington, Ont.
199	MGA	9	McEachern Racing Team	Lorne Punshon	Toronto
200	Sunbeam Alpine	9	W. Ornstein British Motors	Craig Fisher	Toronto
245	Lotus 7	6	Don McDougall	Same	Toronto
263	Abarth Simca	8	Robert Roncarrelli	Same	Toronto
268	GSM Delta	6	Bonner & Dennis Service Stn.	Raymond Murray	La Salette, Ont.
300	Sprite	6	Jim Maddeaux	Same	Toronto
690	MGB	10	Al Pease	Same	Toronto
707	Fiat-Abarth Zagato	6	Fiat Sales & Service	Bill MacDonald	Montreal

FORMULA JUNIOR RACE—10 Laps

No.	CAR	ENTRANT	DRIVER	ADDRESS
3	P & G Spl.	Ecurie Portland	Roy N. Price	Willowdale, Ont.
4	P & G Spl.	Ecurie Portland	Gordon Green	Willowdale, Ont.
6	Lotus 18	Tom Monarch	Same	Detroit, Mich.
8	Cooper	Suzy Dietrich	Chuck Dietrich	Sandusky, Ont.
11	Gemini	William E. Hennessey	Same	Burlington, Ont.
18	Lotus 18	Ned Matthias	Same	Tonawanda, N.Y.
31	Gemini	Rob Finch	Same	St. Jean, Que.
51	Lola	Comstock Racing Team	John Cannon	Toronto
52	Cooper	Ecurie Portland	Bill Biggins	Hamilton, Ont.
71	Waddington	Shelton Mansell Motors	Dick Shelton	Willowdale
77	Witton-Cosworth	McRobert Spring Service	Bill Macdonald	Montreal
86	Lola	Competition Motors	Chip Comstock	London, Ont.
90	Lotus 18	Cambridge Motors	Peter Keith	Montreal, Que.
117	Mantis	Dr. Bob Row	Same	Kitchener, Ont.
118	Sadler	A. Cameron-Smith	Alastair Smith	Burlington, Ont.
137	Slug	Gulliver Motors	Charles Wilkinson	Ancaster, Ont.
160	Sadler	Dave Jackson's Shell Service	Al. Reading	Oshawa, Ont.
177	Lotus 18	Walter MacKay	Same	Richmond Hill, Ont.
202	Cooper	Bob Sipherd	Same	Hamilton, Ont.
211	Stebro	Stebro Motors Ltd.	Peter W. Broeker	Montreal, Que.
251	Gemini	Gemini Racing Cars	Ronald Laurie	Hamilton, Ont.
320	DKW Jr.	Toby Rankin	Toby Rankin	Westmount, Que.

LAP CHARTS ARE AVAILABLE FROM YOUR PROGRAMME SELLER



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MGB



AUSTIN HEALEY



MORRIS OXFORD



MORRIS 1100



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Gerry Grant's Bardahl Lotus 19 depends on Bardahl's new racing oil for continued top performance.

- A specially developed motor oil for today's competitive machinery.
- Contains Bardahl for film strength to reduce friction, wear and heat.
- Contains an aircraft grade base oil for high temperature stability.
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**June 14th & 15th
MOSPORT PARK**

8 RACES

**Starting at 11.00 a.m. for
Canadian Championship Points**

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GRAND VALLEY CAR CLUB*



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AND CANADIAN G.P. WINNERS**

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ENTRANTS

TOURING CAR RACE—15 Laps

No.	CAR	CLASS	ENTRANT	DRIVER	ADDRESS
1	Volvo Canadian	10	Canada Track And Traffic	Philip Murray	Scarborough, Ont.
2	Simca	8	Michel Castro	Same	Weston, Ont.
17	Austin	12	Colin Hollis	Same	Toronto, Ont.
23	Austin Cooper	6	Hans Gehrig	Same	Montreal, Que.
24	Morris Minor	6	Patricia Osborne	Ken Osborne	Port Credit, Ont.
40	Volkswagen	7	Fritz Hochreuter	Same	Gormley, Ont.
43	BMW 700	5	Northwest Motors Ltd.	Ubaldo T. Saskal	Toronto
50	Morris Minor	6	Norman and Weitzes Motors	Ron Goldsack	Toronto
53	Ford Lotus Cortina	9	Comstock Racing Team	Jerry Polivka	Toronto
62	Austin Cooper	7	Grant Clark	Grant Clark	Islington
78	Austin Cooper	6	C. R. P. Engineering	Bill Cleland	Toronto
100	Morris Cooper	7	Gord Brown	Gord Brown	Brampton
101	Hillman Super Minx	9	W. Ornstein British Motors	Francis Bradley	Toronto
111	Studebaker	15	Studebaker of Canada	Diana Carter	Toronto
125	Austin/Cooper	6	Souter's Sports Car Parts	Alastair Souter	Hamilton, Ont.
149	Riley	9	D. L. Quirk	Same	Ottawa
195	Morris Cooper	6	John McNamara	Same	Toronto
295	Volvo PV544	9	Dennis W. H. Bedford	Same	Kitchener, Ont.
444	Morris 850	6	Ken Dyer	Brian Metcalfe	Toronto
447	Austin Cooper	6	Cambridge Motors Ltd.	George Brocklehurst	Montreal
777	Pontiac Catalina	15	Scarborough Tire and Spring Service Ltd.	Craig Fisher	Toronto
850	Morris Cooper	7	Ecurie Portland	Bill Brack	Toronto
583	NSU Prinz	5	Klaus Bartels	Same	West Hill, Ontario

LAP CHARTS ARE AVAILABLE FROM YOUR PROGRAMME SELLER



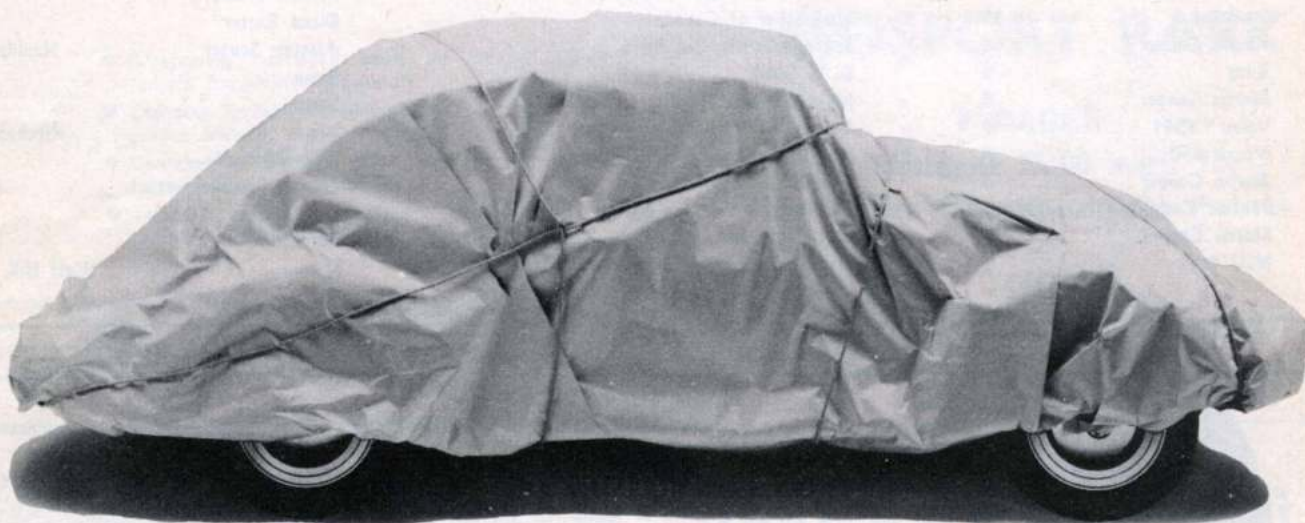
PEDRO RODRIGUEZ of Mexico will drive an N.A.R.T. V8 2.8 litre Ferrari with a rear engine. Pedro has placed second in the two Canadian Grands Prix, and would very much like to win in the Player's. Last year he won at Bridgehampton in the 4.1 Ferrari and this year co-drove the winning car at the Sebring 12 hour.



JERRY GRANT of Seattle will drive a Lotus 19 with a Buick engine. He raced in the Player's 200 here last year, and in May this year won the Player's Pacific which was held at Westwood, B.C.



ROGER PENSKE of Gladwynne, Pa., will drive the Zerex Special, which has a Cooper Formula 1 chassis with a special low profile sports car body. He won the 1962 U.S. National Championship, and placed second in the Player's 200 last year. He won the 1962 Grand Prix at Puerto Rico as well as the Riverside G.P.



*Suggested retail price in Toronto.

Surprise package: *\$1730.

Hold on to your hat!

We've taken the wraps off a new Custom Volkswagen.

Take a deep breath, then take a good look at what you get for your money.

Adjustable bucket seats. (Backrest adjusts too.)

Automatic choke.

Windshield washers.

A white steering wheel. (Pretty fancy for an economy car.)

Independent torsion-bar suspension. (Pretty fancy for any car.)

Six heater vents, including two in the rear.

Floor mounted gear shift with all gears synchronized.

(You don't have to stop to shift into first.)

38 miles to a gallon. (That's an average.)

An air-cooled engine that can't boil over. (That's a promise.)

Side view mirror.

Padded sunvisors.

346 dealers for parts and service. (Across Canada.)

An anti-sway bar. (You can go 'round the bend and still be level-headed.)

4 coats of paint. (Everywhere.)

A tool kit.

Two luggage compartments.

Oversized tires that go farther.

Oversized brakes that stop so

A rear-mounted engine for better traction.

An inside courtesy light.

A sheet of metal that completely covers the bottom of the car.

Non-repeat ignition switch.

A spare fan belt.

(Good grief. We're out of space and we've hardly begun.)

Built-in anchors for seat belts.

Spring operated front hood.

(We should have made the picture smaller.)

Vinyl headlining on the ceiling.

(To be continued by your VW dealer.)





STIRLING MOSS

BY RON. WHITE

The other day, a friend asked me "Why do people like Stirling Moss make a career of racing when they are obviously talented enough to do other things successfully?" The simple answer, and probably the only answer is that he was pursuing a goal that is achieved by only a handful of men in any lifetime . . . the world championship class in motor racing.

Stirling Moss pursued this goal with patience and intelligent thoroughness until he became almost a legend in motor racing. (He still claims that Juan Fangio is the greatest living driver.) Then came his serious accident at Goodwood last year, and a marvellous recovery from terrible injuries.

Now, a year later, looking every bit the dapper Moss of old, in a light gray English wool suit, with chartreuse green silk lining, crafted in Hong Kong, he held a group of top Toronto newsmen captive with his ready repartee. The suit, by the way, has no pockets or sleeve buttons, and looking at my suit, he said, "After all, why look like a bag of walnuts?" (I've just finished a letter to that tailor in Hong Kong!)

Looking at Moss from all angles through my camera lens, I wondered at the cheerfulness and outgoing ease of this famous driver who has just announced his retirement from racing. As I listened to him answering the many questions from people like Hal Walker, Andy Bathgate, Joe Morgan and Brian MacFarlane, I became aware of a new direction in the Stirling Moss career.

Displaying the same energy and enthusiasm of the race driver, he has projected himself into a world of industrial design, race team management, journalism, and something at which he has always excelled . . . Public Relations for Stirling Moss and friends. He has stated that Jim Clark will win the Indianapolis 500 in the Lotus, and this statement is good for a week of publicity. If Clark doesn't win, it will be good for a month of the same!

Pressed by Joe Morgan to say whether his retirement from racing is final, Stirling said typically, "Nothing is definite unless you die."

PRO DRIVERS CLUB

A Metro Toronto organization for young motorists who believe in—and practice—safe, sane driving



The Pro Drivers Club is a Metro Toronto organization for young motorists who believe in—and practice, safe, sane driving. The Club is sponsored by the Metropolitan Toronto Police Traffic Safety Bureau, Ontario Safety League, Ontario Motor League and Radio Station CFRB, 1010.

Still in its infancy, the Club membership stands at 1500 teenagers, 16-20 years of age.

The objective of the Club is to promote and instill a basic knowledge of the automobile and traffic laws to the young people so that they may fully recognize the potential of a motor vehicle, which is a lethal weapon capable of injuring and causing death if not operated in a professional and safe manner.

Members participate in a number of driving skill tests, including car rodeos and car rallies, plus enjoying a social program of banquets, dances and tours of automobile and parts manufacturing plants.

All interested young adults, 16-20 years of age, or their parents, are requested to call Pro Drivers Club—EM. 2-1711, Local 595, for further information.

Today, outstanding members of this organization will be driving the cars in the pre-race parade, accompanied by the racing drivers in the Player's 200.

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LUDWIG HEIMRATH driving an RS 60 Porsche was the 1961 Canadian Champion and has added an impressive string of wins since then. This year he placed second in the Player's Pacific and is leading the 1963 Canadian Championship list. Heimrath lives in Toronto.

JOHN CANNON of Toronto is driving the Comstock Ford, which is one of the few Canadian built racing cars. Cannon has had wide driving experience during the past year, competing on the West Coast and at Nassau. He won the Indian Summer Trophy Races in 1962. He is currently running second for the Canadian Championship.

FRED HAYES of Toronto is driving the Comstock A.C. Ford Cobra. He is one of the veteran Canadian drivers, having started at Edenvale in 1950. He has many wins both in road racing and hillclimbing to his credit.

BOB HOLBERT from Warrington, Pa., is driving the Porsche driven in 1962 by Jo Bonnier. Holbert was runner up in the 1961 U.S. National Championships, and finished third in the 1962 Player's 200, and placed second in the '62 Nassau Trophy race.

SIR JOHN WHITMORE from England will drive the Lotus Elan specially prepared by Stirling Moss and his associates. The car has a 140 h.p. engine with estimated top speed of 140 m.p.h. Whitmore's experience has been mostly in Mini-Coopers, with which he has been very successful.

BILL BRADSHAW, a lawyer from Dublin, Ireland, drives a Mk II Lotus 23 with a 1600 c.c. Ford engine. He is lead man of the Irish Racing Team, and has competed extensively abroad in Europe, Nassau and drove in the 1962 Canadian Grand Prix at Mosport.

NAT ADAMS of Toronto is driving the Veedol Special Sadler Mark V, another Canadian built car. Although he has few first places to his credit, Adams is a very aggressive type driver who always makes an excellent showing.

DENNIS COAD will drive the Miss Whiz Lotus 19 which won the 1962 Canadian Championship in the hands of Francis Bradley. Coad has been racing for several years driving an Alpine. He competed in the Player's Pacific this year, made excellent qualifying times, but was out in the race when a stone sheared a small oil line.

WAYNE BURNETT, businessman from Chicago is driving the 3.8 Ferrari. He has raced many times in Canada, as well as competing on most U.S.A. courses and at Nassau. In 1962 he finished well up after driving his Ferrari stuck in one gear throughout the long Nassau race.



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ROCK

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MOTEL
& TAVERN



SATURDAY
NIGHT
DANCE

5 minutes West from downtown Peterborough on Highway 28.

SPEED CONVERSION TABLES

The Mosport course is 2.459 miles long.

Check the chart below to find the speed at which the cars are travelling. Time the car for one lap and convert the minutes and seconds to M.P.H. by consulting the chart. This will give the average speed for one lap, though much higher speeds are obtained on the back straight.

Min. Sec.	M.P.H.	Min. Sec.	M.P.H.	Min. Sec.	M.P.H.
2.30	59.02	2.10	68.10	1.50	80.47
2.29	59.42	2.09	68.64	1.49	81.22
2.28	59.82	2.08	69.18	1.48	81.97
2.27	60.22	2.07	69.72	1.47	82.73
2.26	60.64	2.06	70.26	1.46	83.51
2.25	61.06	2.05	70.82	1.45	84.31
2.24	61.48	2.04	71.39	1.44	85.12
2.23	61.92	2.03	71.97	1.43	85.94
2.22	62.36	2.02	72.57	1.42	86.79
2.21	62.80	2.01	73.17	1.41	87.64
2.20	63.23	2.00	73.77	1.40	88.52
2.19	63.69	1.59	74.33	1.39	89.42
2.18	64.15	1.58	75.12	1.38	90.33
2.17	64.62	1.57	75.66	1.37	91.26
2.16	65.10	1.56	76.31	1.36	92.21
2.15	65.57	1.55	76.98	1.35	93.18
2.14	66.07	1.54	77.65	1.34	94.17
2.13	66.57	1.53	78.34	1.33	95.18
2.12	67.06	1.52	79.04	1.32	96.22
2.11	67.58	1.51	79.75	1.31	97.27
				1.30	98.36

TR-4



TR-4

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THE MEANING OF THE FLAGS



GREEN FLAG	Track is clear.
YELLOW FLAG, STEADY:	Danger, be alert. Passing is permitted.
YELLOW FLAG, WAVED:	Danger, be prepared to stop. No passing.
WHITE FLAG:	Ambulance or other service vehicle is on the track.
BLUE FLAG, STEADY:	Another competitor is following you very closely.
BLUE FLAG, WAVED:	A competitor wishes to pass—give way.
FLAG WITH YELLOW AND RED STRIPES:	Oil on the track. Use caution.
RED FLAG:	Stop immediately, do not proceed until informed.
BLACK FLAG or Black Flag with orange centre, shown with competitor's number on blackboard:	Stop at your pit immediately.
CHECKERED FLAG:	Race is completed.

The use of these flags is an integral part of racing and spectators will further appreciate motor racing by understanding the meaning and use of these flags.



MG B



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WEST TORONTO CIVITAN'S 100TH WHEEL-CHAIR WAS PRESENTED TO THEM BY ISLINGTON MEN'S CLUB. SEEN HERE AT THE PRESENTATION CEREMONY ARE PRESIDENT PRESTON AND PAST PRESIDENT BALL OF THE ISLINGTON MEN'S CLUB AND PRESIDENT BALLARD AND PAST PRESIDENTS MCCORMACK AND URQUHART OF WEST TORONTO CIVITAN CLUB.

YOUR PROGRAMME SELLER TODAY

Your programme seller today, is a member of a Service Club, the Civitan Club of West Toronto and he is selling programmes to assist his Club raise funds for their service work.

Your purchase of this programme has helped West Toronto Civitan Club to carry on its service project which is: assistance to Multiple Sclerosis victims. This dread disease, for which no cure is known, strikes young men and women at the very beginning of their productive adult life and renders them hopelessly crippled. Hopelessly? They live on hope! True, no cure has been found, but research is going on round the clock and every M/S patient lives in hope that someday a cure will be found and their chains will be stricken from them.

While West Toronto Civitan cannot assist in curing Multiple Sclerosis, it does play a large part in alleviating the difficulties under which M/S patients live. As you see by the picture, wheel-chairs are an important part of our Club's project work. We now have 100 wheel-chairs out on what we call "permanent loan" to M/S patients who require them. This simply means that an M/S patient is "given" the chair, to be considered and used as his own property, as long as he requires it. West Toronto Civitan Club looks after the chair and keeps it in good repair and when the day comes that the patient no longer requires it, it is taken back and given out to another patient. In this way, our chairs have been of help to more than two hundred and fifty crippled people. In addition to this project, West Toronto

Civitan Club runs a picnic in the summertime for M/S patients and five or six evenings of entertainment during the course of a winter. These affairs require that the Civitan member call for the patient allotted to him, pack a wheel-chair in his trunk and transport the patient to the entertainment. The talent on these evenings is of the highest order, such people as Juliette, Robert Goulet and others have been on our stage. Many of these people have donated their services, others, as in the case of Bob Goulet, have accepted a cheque for their efforts and then endorsed it back to the Civitan Club for the purchase of more wheel-chairs.

The Ladies' Auxiliary of West Toronto Civitan Club, who are also on hand today selling programmes, play a large part in the success of these evenings by providing refreshments for the patients, second to none. On their own part, our Ladies' Auxiliary have provided hospital beds, physio-therapy equipment, monkey bars, etc., for patients and they visit and make financial gifts for the purchase of comforts to over 130 hospitalized patients, five times per year.

These services to Multiple Sclerosis patients have been carried on for more than ten years and, with the help of people like yourselves, will be carried on for many years to come.

We appreciate your assistance in purchasing this programme and will use the funds which we have made from today's sale to further in every possible way our assistance to those who suffer from Multiple Sclerosis. **WE THANK YOU!**

ATTENTION!!

It is a definite regulation of
MOSPORT LTD.

that no
VEHICLE WILL BE PARKED
or
TENT PITCHED

**Within 20 feet of the fence which
surrounds the track.**

**This Regulation is in effect for the
Safety, Convenience and Comfort
of Spectators.**

**Please Co-operate and save the em-
barrassment (and inconvenience)
of being ordered to move your
Vehicle or Tent.**



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The Canadian Race Communications Association

The timing, lapscoreing and corner marshalling at today's event are in the hands of the Canadian Race Communications Association. The members of the association are all unpaid volunteers who are trained to record the progress of cars during a race and to operate the flags, lights, phone and fire extinguishers that you see located around the track. It is specialized groups of enthusiasts such as this that contribute greatly to the success of today's events.

The importance of accurate timing and lapscoreing is easy to understand, but not so easy to achieve. Because of the concentration required in timing and lapscoreing the personnel of the Timing Division have no chance of watching the day's racing. This group is located in the Control Tower by the start/finish line.

The corner marshals are easily identified by their white coveralls which are worn because they are conspicuous to the drivers. These marshals are the eyes of the drivers and by proper use of the flags maintain quick communication with the drivers during the race. This is backed up with a phone system to Race Control, and with crash crews who are capable of clearing the track of obstructions, dealing with fires and overturned cars, and administering immediate first aid. In this manner much of the unnecessary sting is taken out of racing without destroying the elements of competition, speed and drama which sets motor racing apart from almost all other sports.

The Canadian Race Communications Association has been described by Britain's Stirling Moss as having one of the highest standards of marshalling in the racing world; this is a tribute which the association hopes to continue to justify.

B. E. M. C. EVENTS AT MOSPORT



JULY 6

3RD ANNUAL CANADIAN GRAND PRIX
for Motorcycles. F.I.M. INTERNATIONAL



JULY 7

SUMMER HILL CLIMB
Classes for Cars and Motorcycles.



SEPTEMBER 7

9th ANNUAL INDIAN SUMMER
TROPHY RACES



SEPTEMBER 28

INTERNATIONAL F. I. A. GRAND PRIX
FOR THE PEPSI-COLA TROPHY

OCTOBER 20

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SPECTATING FROM THE OUTSIDE OF THE START / FINISH STRAIGHT YOU'LL SEE EFFICIENT PIT WORK, AND EXCITEMENT WHEN CARS ENTER THE STRAIGHT A LITTLE TOO FAST.

ROUND THE COURSE IN PICTURES

BY COLIN CHISHOLM



AT CORNER 10 THE CARS ARE PASSING THE ENTRANCE TO THE PIT ROAD AND COMING UP TO COMPLETE THE 2.4 MILE CIRCUIT.



CORNER 9 IS FAST AND TRICKY.

For number key see map on reverse.



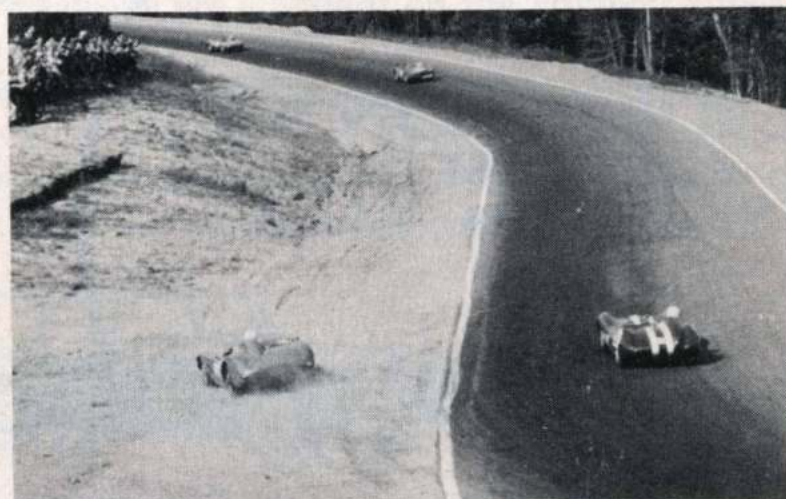
INTO CORNER 1 THE CARS ARE PACKED ON THE FIRST FEW LAPS.



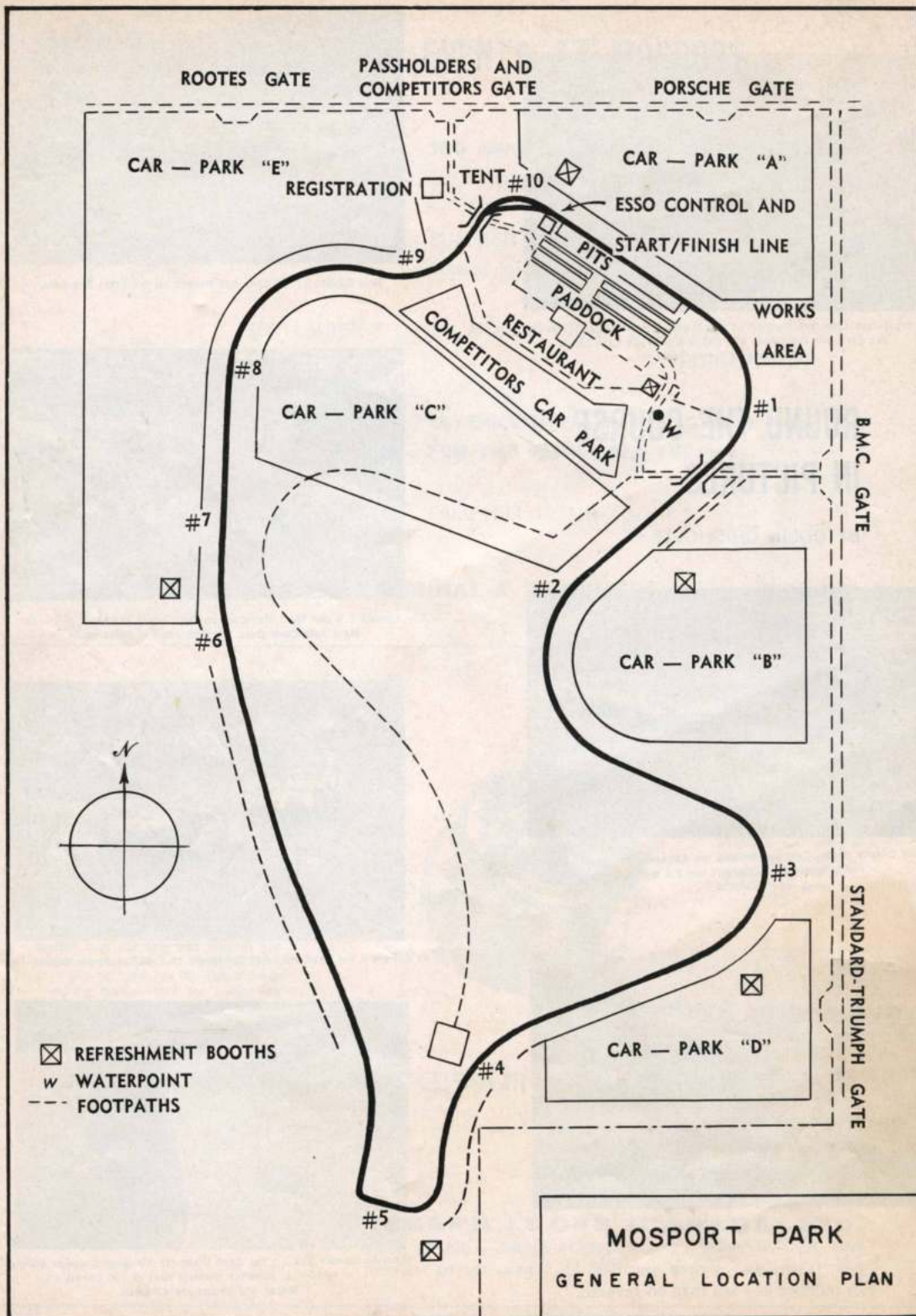
CORNER 2 IS THE MOST DIFFICULT ON THE COURSE AND HERE THE CARS HAVE JUST COME OVER THE RISE AND ARE ENTERING 2A.



AT CORNER 4 THE CARS ARE LINED UP READY TO TAKE THE SOUTH BANKED TURN.



LEAVING CORNER 5! . . . THE CARS START UP THE BACK STRAIGHT WHICH IS AN UPHILL, SLIGHTLY WINDING PART OF THE COURSE WHERE TOP SPEEDS ARE ATTAINED.



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*That's Park. Reverse. Neutral. Drive. And Low.

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on the road. To increase your safety, front seat belts and door locks that children can not open from the inside are standard on the Hillman Super Minx.

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